

The Monthly Journal of the
Northern Rivers Classic Motorcycle Club Inc.

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 Heights, NSW 2480
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 Or phone President



JULY
2019

Classic Torque

Our Club:-

The objectives of the NRCMC are to encourage the restoration, preservation, and riding of older motorcycles. Through its various activities, the club promotes classic motorcycling and the links to a bygone era with several organised monthly rides as well as our involvement in displaying our bikes at charity functions etc.

The club holds its annual Classic Rally in September each year. The club Show and Shine is held in March. Club members also attend rallies organised by other clubs throughout the year.

The club endeavors to cater for families and all members partners and children are most welcome to attend any meetings or outings. Membership of the club is for those who have an interest in restoring and riding classic motorcycles

Monthly Meetings

Monthly meetings are held on the second Tuesday of each month in the Clunes Memorial Hall, Walker Street in Clunes. They start at 7.30 pm. Membership \$40 per annum, fees due - now changed to end of March.

Organised Runs

A breakfast run is held on the Sunday immediately following the club's monthly meeting. A classics only run is held on the first Sunday of the month. Both runs start at the Blue Kitchen Café, Windmill Grove, 105 Wilson Street, South Lismore at 9.00 am. Every Sunday can be a club run but members must contact the Events Organizer. Club events are also listed on the club website. There are also 2 Mid-week runs departing Lismore railway station on 1st and 4th Wednesday of the month at 9.00 am. .

From the Presidents Chair

Thank you to the members who were interested enough in the RMS log book scheme survey and added their ideas both positive and negative. It is hoped that our club submission along with many other motorcycle clubs form a strong case for the RMS to make the log book trial a permanent log book, but with an option for those who don't need or want the 60 days. Also to change some of its format to a booklet which would make it easier for motorcyclists to carry.

Thank you to the members who attended the rally meeting, it was heart warming to the committee to see that some members wish to assist with the rally and attend the planning meetings. Some of the discussions was around morning tea when and where to have it, David & Carol have once again offered to do morning tea, rally routes are still being organised with Jack and others offering to do some riding around to pick the best route.

The rally will be weeklong like last year, self marshalled from Tuesday to Thursday mornings. Rally starts Friday afternoon with small ride and Saturday full ride with morning tea and lunch, Welcome BBQ Friday night with street display Sunday. All members are asked to lend a hand in the organisation, daily work and participate fully, remember we are the hosts so it is up to us to look after our visitors.

The next rally meeting will be Monday 22nd July @ Wollongbar Tavern 6pm meal 7pm meeting. Please consider attending the next meeting and offer your assistance.

Just a thought, our club has a wide range of machine ages from Veteran to Modern, with this range comes the difference in horsepower and braking ability of the machines along with the age and experience of the rider. When riding as a group, we need to give machines and riders space if you wish to pass or just ride with. Please be mindful and careful of this as well as other road users when indulging your passion: riding your beloved machine, be it older or newer ride and enjoy.

Keep upright Mary Walker

Northern Rivers Classic Motorcycle Club Inc <http://nrcmcc.org/index.php>

MINUTES OF MEETING HELD ON: 11th June 2019 start: 7. 45 pm

Abbreviations used in Minutes MW Mary Walker,

WELCOME to all by President, Special welcome to the life members present at this meeting.

Meeting attended by 34 members **3 visitor & 12 apologies** as per the attendance sheet

MINUTES OF PREVIOUS MEETING: - Not read to members. The Secretary moved that minutes of May 2019

Club meeting as published in club's June 2019 newsletter be accepted with adjustment to the Membership Report made by MW regarding the Non renewal of club membership by 16 person, the adjusted wording is as follows, "with classic rego they are now not listed with club, and if they are riding, they are riding illegally "

2nd Ian Mackie motion carried.

CORRESPONDENCE IN <CHMC – Dinkum Oil Letter on log book trial , printed in Newsletter

<Newsletters- Queensland , Clarence Valley, Inverell Valley MC Clubs <Newcastle MC has sent Rally info

<CHMC {Council of Heritage Motor Clubs} email apologising they haven't sent survey on the end of 60-day log book trial, should arrive on 11th June , club to fill in .

<Email from RMS advising receipt of our email regarding Non members

<CHMC forwarded NRMA letter re club plate use, with NRMA insurance. You can now drive to & from work.

<AMCA Bulli Antique M/C weekend 24 & 25th August . with Auction entry form .

Australian Motorlife News – mainly cars.

Lismore Mens Shed Fundraiser 13th Oct Tullera Hall .

CHMC report on AGM held 17th MAY

CORRESPONDENCE OUT:

<Letter sent to RMS with a list of 16 names , people who are no longer Financial members of NRCMCC

<Clubs May Newsletter was posted or emailed to members and other MC clubs.

<email sent to Malcom Whitfield regarding his Application for membership , being not approved.

<Letter sent to Paul Campbell asking for more information , regarding his Application for Membership.

TREASURERS REPORT: – presented + moved by Alan Stratton 2nd Jack McIntosh, motion carried

BUSINESS ARISING FROM PREVIOUS MINUTES:

< **2019 NRCMCC rally** – First Rally meeting set for Monday 20th May had only committee & one club member attending, MW noted this was disappointing and hopefully the next meeting scheduled for Monday 24th June would have a better turnout, same location, Wollongbar Tavern, 6.00pm for meal 7.00pm for a meeting start

< **MW updated members on the RMS log book Trial** which finishes in Sept. 2019, We were to receive a RMS survey thru the CHMC web mail before today , but as yet the club had received no survey, the situation was unclear, the survey when received would be emailed to members for comments, Members are not to reply to RMS or CHMC but to return their comments to Club Committee via CLUB Secretary or president, the committee will then fill in & return the survey to RMS based on members replies.

<**MW updated members on the replacement Battery** used in the Breathing Machine previously given to Lismore Hospital Cancer unit. The battery cost is \$395.99 this cost will be paid for from the funds raised at the recent S+S in Alstonville, MW also proposed that the difference remaining money left over from the \$1000 (\$604) be donated to the Cancer Compassionate Fund to be used in any way by the fund to assist people with cancer, the members were asked and all in agreement with this.

GENERAL BUSINESS

< **Members draw** –Greg Janson from Rocky Creek Design donated prize, was won by Col & Nancy McAndrew

< A **club member** asked for clarification on whether the club would register a Modified Motorbike under the clubs definition of Classic registration, MW replied the only modifications from the original classic construction the club would permit would be for safety ie an extra Mirror or maybe blinkers. The club didn't opt into the modified scheme.

< **The next club film night will be 27th June**, at new venue **Goonellabah Football Club** Reserve Street {turn off Rous Road} Goonellabah . 6pm meal with 7pm film start – short film 2018 OTH rally tour of Neville & Beverly's amazing Shed, another film to follow organised by John Mazzer, Secretary to email all.

REGISTRATION OFFICER REPORT - NON

EARLY DAYS, Bryson read articles from the May 2003 clubs Newsletter & commented on the 2018 Visit to Neville's shed , with his collection of V12 motors, maybe club can revisit before Neville moves on

RIDE REPORTS

18th May Peter Lake - Club Ride to Vintage Japanese Rally on the Gold Coast. 3 riders meet up with Neil Williams

29 th May Wed Ride to Mooball. 8 riders

5th June Wed. Peter Lake - Ride to Life Care Nursing Home at Ballina – well received - 12 riders - next year maybe earlier in year as some of the older resident unable to come out due to colder weather

19th May ride to Ray Owen – over 2000 bikes there, Indians old & new, the day raised over \$2000

MW spoke on Port Macquarie swap 1st Sunday in June all proceeds go to their Base Hospital good swap.

NEXT CLUB RUNS 16th June Club run to New Italy via Woodburn **MEETING CLOSED at 8.45 PM`**

RMS Survey NRCMCC Inc Response

Q1 Club name - **NRCMCC Inc -Northern Rivers Classic Motorcycle Club Inc**

Q2 How would your members rate the experience with RMS through service NSW when obtaining or renewing a logbook and responsiveness to questions/concerns relating to the logbook trial?

Excellent **GOOD** Average Poor Terrible

Q3 Why did you provide this rating? What could be improved?

RMS SERVICE STAFF COULD BE BETTER TRAINED ABOUT HISTORIC REGISTRATION LOG-BOOKS, AS SOME HAVE HANDED OUT INCORRECT PLATES, ALSO SOME RMS STAFF HAVE NOT BEEN ABLE TO ANSWER VARIOUS MEMBERS QUESTIONS

Q4 Has your club experienced additional administrative burden as a result of logbook trial? **YES** / No

Q5 Please provide further information regarding this administrative burden.

MORE MOTORCYCLES ARE BEING BROUGHT TO OUR CLUB FOR REGISTRATION CHECKS, AND THE CLUB INSPECTION OFFICERS HAVE HAD TO BE MORE DILIGENT IN OUR INSPECTION & RECORDING PROCESSES.

Q6 Has there been an increased interest in club membership since logbook trials commenced? **YES** / no

Q7 Please provide further information regarding club membership levels.

AN INITIAL AMOUNT OF ENQUIRES REGARDING NEW MEMBERSHIP TO JOIN THE CLUB WERE RECEIVED, MANY OF THESE WERE SEEKING THE 60 DAY LOGBOOK REGISTRATION AND HAD LITTLE INTEREST IN THE CLUB. ENQUIRES HAVE NOW RETURNED TO PRE-LOGBOOK LEVELS.

Q8 Has your club membership grown as a result? **YES**

Q9 Is there a need to enhance eligibility and compliance of Historic and Classic logbook to deter misuse. **NO**

Q10 What additional actions can be taken by RMS to enhance the Historic and Classic Vehicle Log Book Trial and prevent misuse?

RMS SHOULD CANCEL / DENY FURTHER VEHICLE REGISTRATION FOR A SUBSTANTIAL PERIOD OF TIME FOR NON-COMPLIANCE OF LOGBOOK USE.

Q11 Have your members had any difficulty complying with conditions or using the logbook? **YES** / no

Q12 Please provide further information regarding the difficulties experienced.

'LOCATION' HEADING ON THE LOGBOOK IS AMBIGUOUS i.e. DOES IT MEAN START, FINISH OR DESTINATION?

Q13 Has communication from RMS to update clubs on the status of the logbook trial been effective.

Extremely effective-very effective - moderately effective - **SLIGHTLY EFFECTIVE** no effective at all.

Q14 How could RMS manage this better? (ie forums, email, surveys, Mail)

ALL OF THE ABOVE, AND SHOULD BE IN CONTACT WITH REGISTERED OPERATORS AND THEIR CLUBS + IF FORUMS ARE TO BE USED, THEY SHOULD BE READILY ACCESSIBLE NOT JUST IN METROPOLITAN LOCATIONS

Q15 How easy has it been to manage physical logbook?

Extremely easy-somewhat easy- neither easy nor difficult- **SOMEWHAT DIFFICULT** - extremely difficult.

Q16 Please provide a reason for this rating.

IT SHOULD NOT BE A SINGLE A4 SHEET OF PAPER BUT AN A6 BOOKLET AND IT SHOULD BE A LONG TERM DOCUMENT—YEARS. RULED OFF & OFFICIALLY STAMPED BY RMS STAFF AT THE YEARLY RE-REGISTRATION. PROCESS HORIZONTAL INFO LINES SPACING SHOULD BE INCREASED TO ALLOW FOR HANDWRITING

Q17 Would a digital or other option be preferred? (i.e. mobile app) Yes -Maybe - **NO**

Q18 Should RMS make the logbook trial a permanent option? Yes / **NO**

Q19 Why? What alternatives could be considered?

THIS SHOULD BE A PERMANET LOGBOOK REGISTRATION OPTION NOT A TRIAL.

Q20 Please select all registrations types that apply to your club: **MOTORCYCLES**

Q21 Does not apply to us **N/A**

Q22 Where is your club based? Metropolitan or Regional. **REGIONAL**

Q23 Are you happy to participate in further RMS questionnaires or to be contacted further regarding the Historical and Classic Vehicle Schemes? **YES**

The next 5 questions were :- club address, email, contact person phone number and if the CLUB wishes to participate further in RMS questionnaires. Mary Walker is our RMS contact with the club and she has supplied her contact details.

The committee felt it was not necessary to provide RMS with any additional details or comments.



THANK YOU TO THOSE MEMBERS WHO RETURNED THEIR SURVEYS

Wednesday 5th June Club ride to RSL Village Ballina



My CL backfired and I thought some heart attacks might have been triggered....



RSL VILLAGE BIKE SHOW (by Jim Moon)

A dozen classic bikes and riders turned up under blue morning skies on June 5th with noisy exhausts and the occasional backfire breaking the tranquility of the RSL Life Care Nursing Home to show the residents examples of yesterday's marvellous machines. Those with fine English marques, parked on the grass to eliminate 'calling cards' on the otherwise pristine pathways. We were treated to tea and cakes by the friendly staff as we mixed with the residents who spoke of their two-wheeled memories, most of which were on a BSA Bantam or "an old Indian with the gear chance on the fuel tank...". Meanwhile, Frank had sniffed out a shop that sold VB. PR-man Peter Lake gave an in-depth interview for local newspaper content and the rain stayed off for the show so that young and old were treated to a nice morning...

Sunday 2th June Classic Bike ride to Clunes



Ride report, 1st Sunday of the month classic bike ride, 9am had a grand total of 2 classic bikes in the Norco carpark, as neither of us know Lismores back roads well, and showing a complete lack of adventure we decided on same route as last time to Clunes cafe, just as we were about to get kicken ray turned up on his cute little 2 banger making us a huge 3! got to Clunes pretty quick and who should be there but Richard Swinton, yes Richard I agree, ol land rovers r super cool. cheers mick



Club ride to RSL Village Ballina



10th Annual Aussie Triples Classic Motorcycle Rally.

16 – 18 August. 2019

Marshalls required please!

This Rally is for British Triumph Tridents and BSA Rocket 3 motorcycles made between 1968 and 1975. These bikes were the first “super bikes” with a 3 cylinder 750cc engine giving exciting performance for their era. The Trident nicknamed “Slippery Sam” won the Isle of Mann TT 5 years in a row. Unfortunately the introduction of these bikes was too late to save the British Motorcycle Industry with BSA ceasing major production in 1972 followed by Triumph in 1975.

The Rally will again be held at Evans Head and will have the largest display of these types of bikes in the Southern Hemisphere with riders coming from most states of Australia.

We encourage Marshalls to join us for a Charity BBQ breakfast in the carpark off Evans Bowlo on Saturday morning from 7.30am.

The main ride will leave the Bowlo Club at 9.15am.

The ride of 240kms will tour the surrounding areas with a lunch stop and bike judging at Wardell Sports Club. The bikes should be there from approximately 12.30 to 2pm.

Marshalls are asked to join us for a free lunch.

The Rally is recognised by the Trident and Rocket 3 Owners Club in the UK who provide Club Merchandise for our Annual “Drunken Auction” to be held at our Presentation Dinner at the Bowlo.

Last year we donated \$1700 to Cystic Fibrosis Research.

A display of Triples and Marshalls Bikes will be held along Evans Head Main St from 8am to 10am on Sunday followed by a short ride returning at 12ish for a free lunch to thank the marshalls and to farewell the entrants.

Without the support from NRCMCC we would not be able to run this successful event in our area.

Col. & Nancy McA.

Triple Production Numbers BSA Rocket 3 – 5,897 Triumph Trident T150 – 19,17
Triumph Trident T160 – 7,104 Hurricane X75 - 1,048



Triumph Trident & BSA Rocket 3 (1968 – 1976)

These bikes were the first true modern superbike & also the last major motorcycle developed by the original Triumph Engineering Co. It was sold under the Triumph & BSA marques. They bikes were the first move from the traditional vertical twin & during production BSA closed due to financial problems.

Over 7 years approx. 24,480 Rocket 3's & Tridents were produced.

First introduced in 1968, the bikes claim to fame was “the fastest production bike in the world”. This only lasted 4 weeks until the Honda 750 Four was released.(5mph faster in a straight line).

The British triples did not have the 5-speed gearbox, overhead camshaft, electric start and disc brake of the Honda, but were still faster around a circuit due to their better handling.

The 5th gear came in 1971 and the disc brake in 1973.

The X-75 Hurricane was released in 1972 with approx. 1046 bikes made. These bikes were designed for the American market by Craig Vetter. The sleek design appealed to some however the demand was not there and they were abandoned.

In 1975 the T160 Trident was produced with a rear disc, electric starter and left foot gear change, this was the final year of production. The last of the Trident range “*The Cardinal*” had a run of 200 and was sold to the Saudi Police Force.

The factory prepared Trident “*Slippery Sam*” proved to be the most famous with wins at the Isle of Man TT, over 5 consecutive years.

Other bikes were successful with the “*Rob North*” framed machines winning many races.

The 750cc engine had 60hp in standard trim, however later development obtained 90hp with 140mph.

The Velocette Motorcycle

Velocette is the name given to motorcycles made by Veloce Ltd, in Hall Green, Birmingham. This was a small, family-owned firm selling far less hand built bikes than BSA, Norton or Triumph however they were renowned for the quality.

Velocette was always successful in international motorcycle racing from the mid 20's through to the late 60's. Veloce was a technical innovator and many of its patented designs are used today, including foot gear shift and swinging arm suspension with hydraulic shocks.

Between 1913 and 1925 Veloce produced expensive, high quality two stroke 250cc bikes. The factory gradually developed coil ignition and 2 & 3 speed gearboxes culminating in the GTP model produced from 1930 to 1946.

The Velocette Mac 350 was introduced in 1934 and proved to be very popular.

In 1935 the Velocette MSS 500cc was built. This model was developed into the KTT 350cc racing machine and was sold with the KSS MK11 from 1936 to 1948.

After the war the LE model (The Noddy bike) was produced with the help of Phil Irving of Vincent fame. This was a water cooled 192cc flat twin with side valves.

In 1960 the Viceroy 250cc Scooter was introduced with a two stroke twin and a driveshaft. This model had electric start and a cruising speed of 65 mph.

In 1961 a Velocette Venom 500cc was the first motorcycle to achieve 2400 miles in a 24 hour period, averaging 100.05 mph.

The Velocette Thruxton was built from 1965 – 1970. This 500cc OHV single was very successful in the racing circles and had a top speed of 110mph.

The late 1960's were the last years of production for Velocette motorcycles. Production of the Viper & Vogue ended in 1968 The Scrambler and Endurance in 1969 and the MSS Venom and Thruxton in 1970.

Velocette Ltd closed in 1971.



T. W. WARD

CYCLES & MOTORS

A little known fact that there was a thriving motorcycling manufacturing business in the heart of Williamstown in the early part of the 19th Century (1912 – 1916) producing solo and sidecar motorcycles.

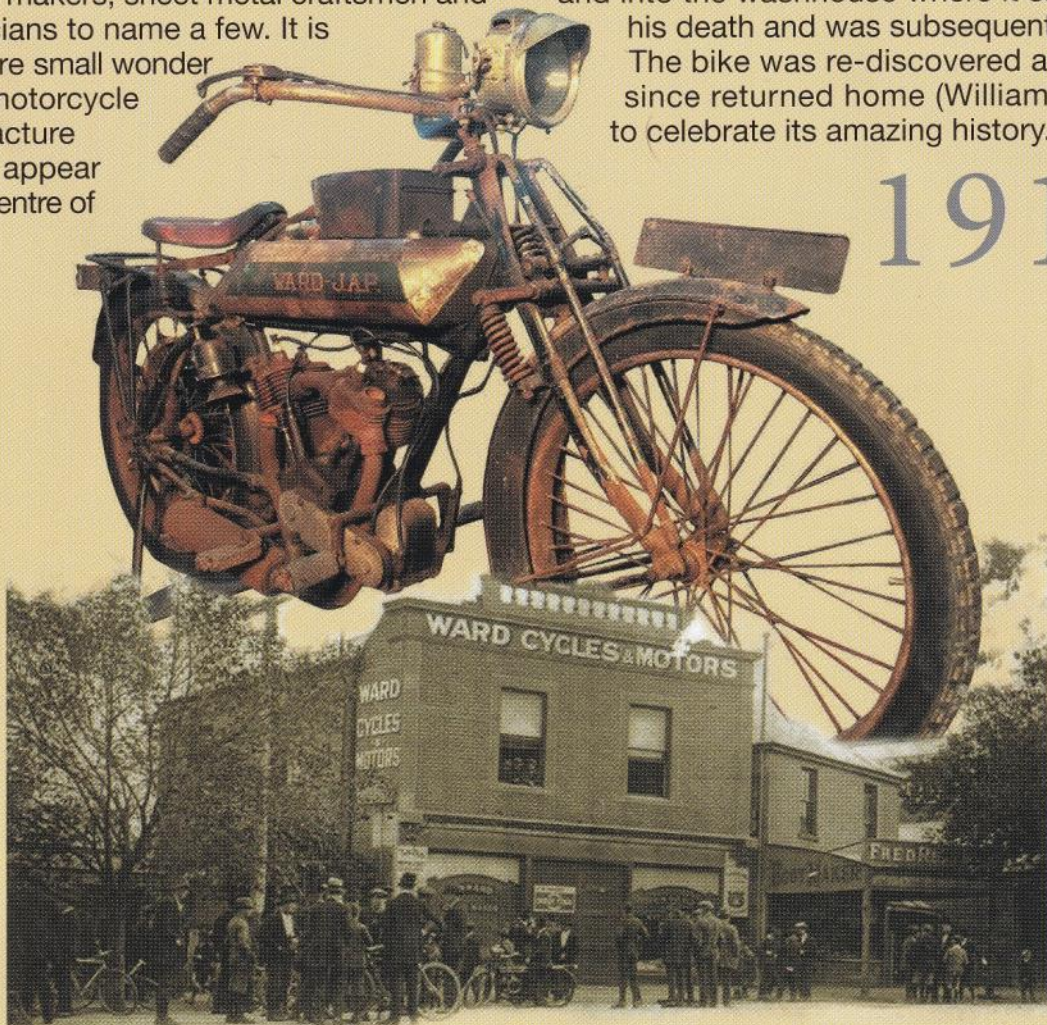
Mr T.W. Ward commenced his business in a substantial retail and manufacturing shop at 53 Ferguson Street, at the start of a petrol engine driven motorcycle and car boom. Beginning initially as a push bike manufacture it was a natural progression into the motorcycle industry.

Williamstown was renowned for its large engineering workshops at the Naval Dockyards and Newport Railway workshops that produced a generation of tradesmen from boil makers, fitter and turners, mechanics, pattern makers, sheet metal craftsmen and electricians to name a few. It is therefore small wonder that a motorcycle manufacture should appear in the centre of

Williamstown Made from proprietary parts, as were most locally built motorcycles of the era, they incorporated components from a variety of suppliers which were then assembled and badged by the assembler as their own. As well as JAP engines Ward also used Precision engines. T.W Ward was also the local Indian agent and like many distributors their own marques tended to disappear as demand for the Indian motorcycles increased.

The motorcycle on display was purchased from the nephew of the original owner. When purchased the bike had minor damage sustained after the owner was run off the road into a ditch by a "group of louts in a Buick". The owner pushed the bike home and into the washhouse where it sat until

his death and was subsequently sold. The bike was re-discovered and has since returned home (Williamstown) to celebrate its amazing history.



1914

53 Ferguson Street Williamstown

Revisit the fabulous 40's & 50's!

Take A Stroll Down Memory Lane...

Walk into an "Old Time General Store"



stocked full of items authentic to the era.

Check out the 'Railway Hotel' and take a look at the Pub's historic items. Then stroll over to the local Mechanics Garage with an original Ampol Petrol Bowser, a 1950 Vanguard Worksop Utility and Ampol Sign.

Whilst strolling through this unique shed take some time to browse through the classic cars on display & visit

"Peter Brocks World"

including a replica of Peter Brock's 1985 Mobil Holden Dealer Team Racing Commodore plus much more Peter Brock Memorabilia.



Package 1

\$6.00 per head with bottomless tea, coffee and hot chocolate included.

Package 2

Minimum of 12. Booking required. \$15.00 per head. Devonshire morning tea, Scones, cake with bottomless tea, coffee and hot chocolate.

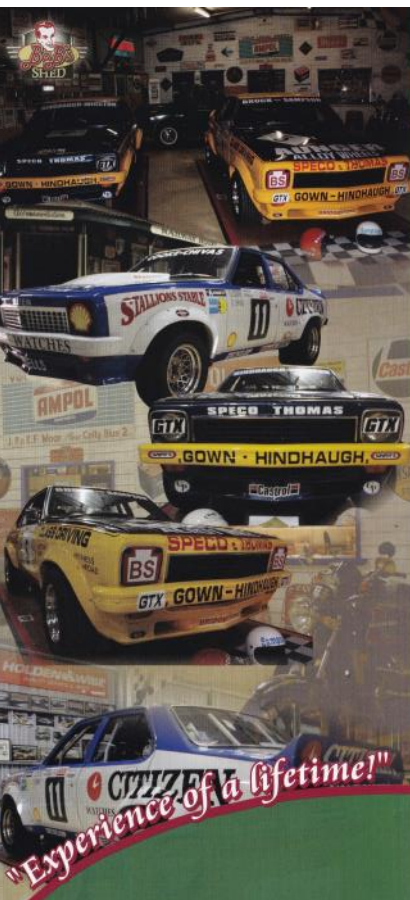
Package 3

Minimum of 12. Booking required. \$20.00 per head. Fully catered lunch. Sausage sizzle, salads and sweets with bottomless tea, coffee and hot chocolate.

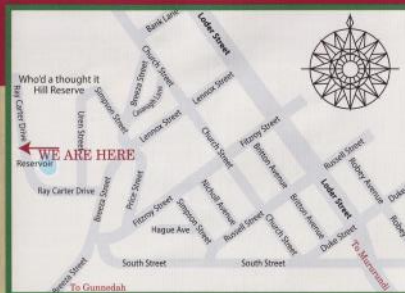
Package 4

Minimum of 12. Booking required. \$30.00 per head. Includes morning tea (Devonshire) Plus catered lunch, Sausage sizzle, salads and sweets with bottomless tea, coffee and hot chocolate.

All prices include Shed admission
Prices come into effect starting July 2017



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The following story was published in "The Motorcycle Clubman" 27th January 1968 & our club Newsletter 2012

A Tribute to Herb Jefferson -Dirt Track Legend

"He was the greatest..." He retired too soon..."

William Trevor (Herb) Jefferson was born at New Lambton on 27th June 1942. He was a Technician's Assistant with the PMG, and was 2 months with the Lake Macquarie Club before joining Lyons, with whom he remained until his retirement.... Which so many say was premature. Since he took up motorcycling at 14 and entered competition at 19, Herb has been a great rider, a great sportsman and we thank him for the pleasure he has given so many dirt track enthusiasts.

Herb's imposing list of title wins runs like this :

- 1962.. NSW Junior A at Goulburn
- 1963.. NSW Junior A Heddon Greta, Aust. Junior A in Tasmania, Victorian Lightweight at Campbellfield.
- 1964.. NSW Junior, Senior and Unlimited A at Amaroo Park, Aust. Junior A in West Aust. And Queensland Junior A at Ipswich.
- 1965.. NSW Junior , Senior and Unlimited A at Heddon Greta, Queensland Junior, Senior and Unlimited A at Maryborough, Aust. Junior and Unlimited A at the Gold Coast.
- 1966.. NSW Junior, Senior and Unlimited A at Salty Creek, Aust. Junior, Senior and Unlimited at Taree, Queensland Junior, Senior and Unlimited A at Ipswich.

In his first race Herb found himself leading by a mile on the first lap, felt real excited and fell off. In the next five years he won 26 National and State Titles, goodness knows how many other events in the most amazing career in Short Circuit History. And he entered racing as a joke on a 350cc BSW loaned by his new brother in law.

William Trevor had been a bit of a "wild boy" in his road motorcycling earlier- with 2 licence suspensions in as many years, but his first race experience was enough for him to become wrapped up in the sport. For a few months he averaged a couple of falls per meeting, but also began his habit of getting across the line first. After 5 months he was upped to B grade. He changed C and B entries at Goulburn to B and A and ran minor placings in the B events, coping with the change from clutch starts to push starts. His parents arrived after the A grade heats, with Herb having one race to go. He won it, with the aid of a good push start by Jack Pearce- and suddenly realised he was now the Australian 350cc champion. A month later he was an A grader, 6 weeks after his start in the game.

The competition was naturally tougher. Herb won most of the Junior races but little else for a time, though in 1963 he retained his 350cc national title and collected the Victorian 250 title on the way home from the Aust. Championships in Tasmania.

By 1964, he had a 500cc BSA Gold Star and began to collect the Senior and Unlimited Titles on offer. At this time, Wallsend's DVE (Sputnik) O'Brien had won the Aust. Senior title twice and took it the third time after Herb had led him for 3 laps- Herb's only failure of the year. Certainly no discredit, for Dave was a mighty rider.

1965 saw the introduction of the lightweight English Hagon racing frame to NSW.. the first change in short circuit machinery since the sport's inception. Herb had a feeling it was a joke when he unpacked the frame and a good many of his fellow competitors had the same idea. "Too fragile" "It'll fall apart".. Herb kept his misgivings to himself and gave it a go and knocked 6 seconds off the course record at Taree, previously held by a 500cc machine, using his 350cc motor in the new frame.

A lot of riders still thought the machine couldn't hang together and it seems there was a bit of Aussie conning in Jeffo's own doubts. There was talk of riding a broomstick, bending and so forth, but the fact remains that Herb had six months of absolute supremacy before more Hagon frames began to appear, followed by locally made copies.

Around the middle of 1966, Bill Simpson of Kurri Kurri put together a Hagon frame and an ESO motor- Czechoslovakian counter part of the long supreme English JAP dirt bike motor- offered the ride to Herb, who won 6 of his 9 titles that year on this always immaculate flawlessly prepared machine. Bill never failed to be there and have the bike fuelled and ready when Herb reached the track. When he ribbed Herb about the "scruffy" 350 he was invited to polish it too. One day he visited the Jefferson home and carefully polished exactly half of the machine- half each wheel, half the fuel tank, half the motor and left it so. We are told that Herb had ample good intentions but turned up at the next meeting with the 350 still in a 50% polished state.

The first time Trevor Jefferson went to see his son race, Herb had just returned from hospital when he arrived. A foot-rest had pierced his knee in a fall, an accident which did weaken the knee of his slide control leg, it did not slow Herb down. Each fall, however, rendered the knee increasingly susceptible to injury and he was warned early in 1967 that another fall could leave him with a permanently stiff leg.

An honourable reason for retirement, an opportune time. Herb was tiring of being always on top, saying he had more fun as a C grader. A Jefferson win was becoming accepted as "just the usual result" whilst a defeat called for explanations.

Three walls covered in pennants, a forth stacked high with trophies. A limpy left leg..

Permanent mementoes of a great career.

From all enthusiasts- many thanks for the pleasure, Herb, and a happy future to you..

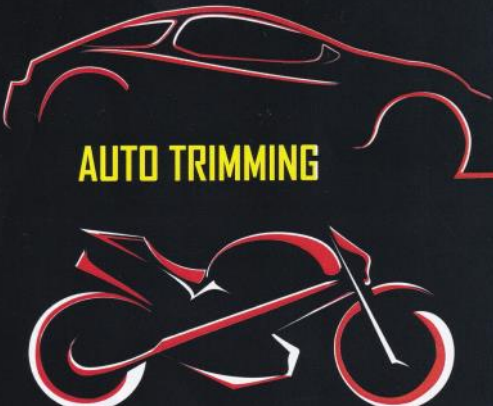
.....
Herb lives locally and still rides.(a Harley not a Hagon) He also still enjoys his other passion- surfing.

While he was racing he often had current surfing champions in the pits with him. (Wearing the colourful bell bottoms of the 60's, attracting the attention of the oil covered bike team members.)

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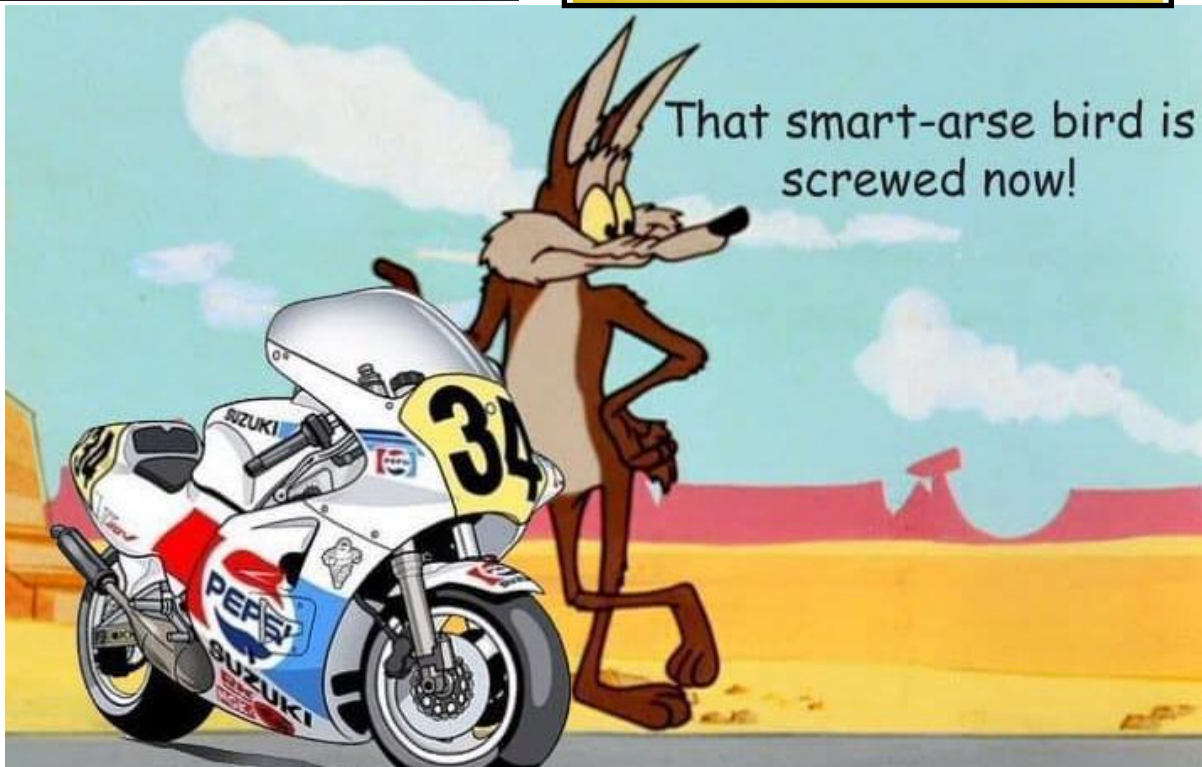
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That smart-arse bird is screwed now!

Many thanks to NVMCC Throttle Lever Magazine for July
 As this cartoon was copied from their Newsletter , sorry I couldn't resist being a fan of Road runner

NRCMC Club Events

*Club run each month on the Sunday after the meeting.

*Classic (pre 1987) run first Sunday of the month . Ride Organizer is needed

Until one is found, riders on day to organize their own destination & route to nearest Coffee Shop

*Mid-week runs start at Lismore Railway Station on the 1st and 4th Wednesday—9.00 am start time

NOTE: WEDNESDAY rides to continue to start from Lismore railway station, but all other club events to start from the Blue Kitchen Café. (Note: More details on rides are on club website & Page 1)

NRCMCC club rides & Events—2019

If you see any ride dates or details that are not correct can you let the Editor know {But nicely !}

14th July Brunswick Heads– Hot Rods

10th to 15th September NRCMCC Rally* - Evans Head

*Tuesday 10th to Thursday 12th Sept—Rides are **not** marshalled ..organised on day

Friday 13th , Saturday 14 th Sept. , Organised rides **are** marshalled ..

Saturday night 14th —Dinner

Sunday 15th Sept— Morning Bike display in main street..

13th October Ride to Rathdowney

17th November Sidecar + Tiddlers Ride to Frank Widdows , 64 Westland Dr., Ballina 0408889265

15th Dec Ride to Red Rattlers Café Billinudgel .

Other Club events

Please note That the NRCMCC is not responsible for The events & Rallys as organised by other clubs or groups . And dates {and events} given to us and shown here may change without notice. So if you are attending another club event just check you have their Up to date info. Also check out the NRCMCC web page.

20th+21st July Historic MCC Qld Inc. Brisbane area—2019 Lowood Swap for motorcycles only
Lowood Showgrounds entry via Lindemans Road, contact Darryl 0425 174 258

21st July Laverda club Qld. Concourse 2019 Redland Showground long st Cleveland Ph 0404540617

20 , 21st July Big Chill Historic Stanthorpe Road Race Event Carnell Raceway www.qemsc.com.au

16th to 18th August Triples Rally . NRCMCC will help marshal rides on Saturday

contact Col 0428 869 889 see page 6 .. For more on this Rally

24th + 25 August AMAC Australia—Bulli Antique Motorcycle Weekend , Motorcycle Auction
Bulli Showground, Bulli

From the clubs Facebook page

Annie, the activities organiser at Bunnings ballina. We are holding our Father's Day Family night on Thursday 29th August 6-8pm and I would like to invite your club along to show your motorbikes. If this is something your group would like to be a part of please contact me on 66185684 or email

ballinawhao@bunnings.com.au

Next NRCMCC social event

From Eric - Next Lunch will be at Workers Club, Keen St LISMORE, on FRIDAY the 30th AUGUST. STARTS AT 12.00 noon, dining room. All welcome, bring a mate or neighbour. Specially like to see older ex or current members.

Contact Peter 02 66285872 or Eric 02 66 243 157

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NRCMCC Market: You can advertise here ‘For Sale’, ‘Wanted’, ‘Swap’, ‘Advice needed’, ‘to Give away’, etc - ie, any deal you can imagine to do with motorcycles.
Please contact the editor - details on the ‘Club officials’ list somewhere in this newsletter.
 Unless otherwise arranged, advertisements will be maintained for two issues.



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ELTHAM FILM NIGHT—PRESENTS FROM JAPAN “SHOPLIFTERS”:
SATURDAY 27 July at Eltham Hall.

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More <https://eltham.org.au/>
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Club Patron: The club does not currently have a patron. Our immediate past patron was [Jack Ahearn](#) (1924 - 2017).

NRCMCC OFFICIALS CONTACT NUMBERS

President: [Mary Walker](#) 66291509
Vice President: [Ian Mackie](#) 66241186
Secretary: [David Bonhote-mead](#) 66291131
Treasurer: [Alan Stratton](#) 66822688
Committee: above plus,
 [Lyn Stratton](#) 6682 2688
 [Marc Jennison](#) 0411895360
 [Tony Kempnich](#) 6628 1806
Registration: Officer:
 [Bryson Walker](#): 6629 1509
Registration Officials: [Pat Holt](#) 0435 475 784
 [Brian Riordan](#) 6621 5535,
Membership Officer: [Marc Jennison](#) 0411895360

Librarian: [Eric Wilson & Peter Lake](#) 0459 285 872 or 66243157
Newsletter Editor: [David Bonhote-mead](#) 66291131.
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Deputy editors: All members
Catering: [Glenn Flint](#) Vacant .
Raffles: [John Mazzer](#) 0417 442 780
Ride Co-Ordinator [Peter Lake](#) 0459 285 872
Event list support, [Frank Widdows](#) 66860771
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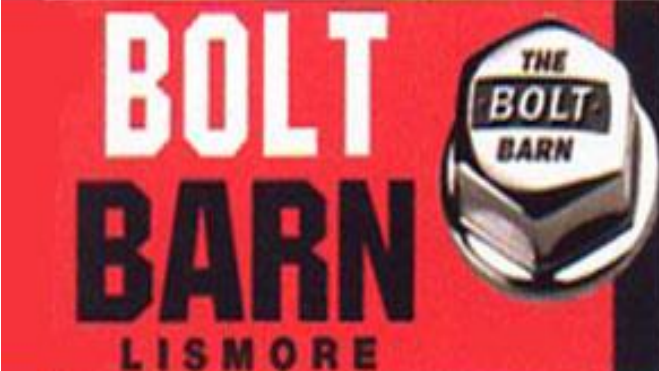
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The Final Word by Editor Many thanks to all those members for their stories, Photos and Jokes ..special thanks to Mick and Jim for Ride reports with photos and many thanks to Col for the Triumph, BSA, Velocette & Herb Jefferson stories .. Don't forget to start sending in your stories for the next August Newsletter {closing date will be Fri 26th July, as I will be away in August }



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